

3.8 VEHICULAR AND RAIL TRANSPORTATION

3.8.1 Introduction

Assessment of vessel traffic is addressed as part of the Systems Safety/Risk Analysis Section 3.1.3. As part of the Shore terminal operations, associated truck traffic would be assumed to continue if a new lease is granted. The potential for impacts associated with routine operations and accident conditions during the transport of product for the project and alternatives will be examined.

3.8.2 Existing Conditions

The Shore facility is located off of Interstate 680 (I-680) at the Marina Vista exit. Marina Vista extends west of the freeway and changes its name to Waterfront Road east of the I-680. Shore's entry is located off Waterfront Road approximately one mile east of I-680. Waterfront Road via I-680 is the only route to the Shore facility. Waterfront Road is a two-lane paved street with dirt shoulders. While this road is lightly traveled, trucks make up a large portion of the traffic volume, reflecting the industrial nature of the land use in the area. The road ends approximately 3/4 mile east of the Shore facility.

Entry to the Shore facility is immediately east of an overhead bridge that carries Waterfront Road over the Southern Pacific Railroad mainline tracks. An approximately 90-foot left turn pocket exists for eastbound vehicles turning into the site that can accommodate two trucks.

The County has jurisdiction for Waterfront Road near the Shore facility. The posted speed limit on this stretch of road is 40 mph. The County recently (December 2002) obtained traffic counts on a Tuesday and a Wednesday on the roadway at approximately 500-feet east of I-680's northbound offramp. Counts are shown in Table 3.8-1. Counts also were taken approximately 500 feet east of the railroad tracks, and show less vehicle activity at that location which is near the Shore facility. With the road ending east of the facility, counts are not expected to increase substantially in the long-term.

Table 3.8-1
Vehicle Counts on Waterfront Road

24-Hour Vehicle Count, Waterfront Road, East of I-680,
Tuesday, December 10, 2002

| Eastbound Traffic Total | Eastbound Peak Hour | Westbound Traffic Total | Westbound Peak Hour | Total Both Directions |
|----------------------------|------------------------|----------------------------|------------------------|--------------------------|
| 1,934 | 6:00 – 7:00 AM 301 | 2,003 | 6:15 – 7:15 AM 202 | 3,937 |
| | 1:45 – 2:45 PM 174 | | 4:00 – 5:00 PM 220 | |

24-Hour Vehicle Count, Waterfront Road, East of I-680,
Wednesday, December 11, 2002

| Eastbound Traffic Total | Eastbound Peak Hour | Westbound Traffic Total | Westbound Peak Hour | Total Both Directions |
|----------------------------|------------------------|----------------------------|-------------------------|--------------------------|
| 2,184 | 6:00 – 7:00 AM 311 | 2,185 | 10:45 – 11:45 AM 179 | 4,369 |
| | 2:30 – 3:30 PM 163 | | 4:45 – 5:45 PM 258 | |

There are no truck or vehicle trips attributable to Shore's wharf operations. Employees and deliveries for the Shore facility are associated with its upland operations. All employee vehicles as well as delivery vehicles and trucks enter through a security gate and all vehicles park inside the facility. For the last two years (2000 and 2001) there have been 1,851 and 1,360 trucks, respectively, that have loaded diesel at the Shore Terminals' upland truck rack for delivery to local users, primarily for agricultural uses.

Rail access exists in the area, but at the Shore facility there is an inactive, incomplete rail spur that would need extensive upgrading in order to be usable.

There are no bicycle/pedestrian trails along Waterfront Road. As discussed in Section 3.5, Land Use and Recreation, BCDC controls a trail easement east of the Shore terminal that provides access to the open space areas south and west of the Shore terminal. Bicycle/pedestrian trails are proposed across the new I-680 bridge to connect Contra Costa and Solano counties.

3.8.3 Impacts Analysis and Mitigation Measures

Impact Significance Criteria

Traffic impacts are considered significant if any of the following apply:

- Project traffic or construction activities must use an access road that is already at or exceeds LOS E, or brings a roadway up to LOS E;¹
- Project traffic or construction activities would result in a substantial safety hazard to motorists, bicyclists, or pedestrians;
- Construction of the Proposed Project or alternatives would restrict one or more lanes of a primary or secondary arterial during peak-hour traffic, thereby reducing its capacity and creating congestion; and/or
- Project implementation results in insufficient parking.

¹ LOS E are operating conditions at or near capacity. All speeds are reduced to a low but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult. Small increases in flow or minor perturbations within the traffic stream will cause breakdowns. LOS F exceeds LOS E and is defined as a flow breakdown, or when arrival flow exceeds discharge flow, such that traffic stalls and/or backs up.

3.8.3.1 Shore Marine Terminal Routine Operations and Potential for Accident Conditions

Impact TR-1: Operations Over 20-Year Lease Period

No increase in vehicular traffic from wharf operations would occur during the lease period. No impacts would occur.

Under the new lease, Shore wharf operations will continue as at present. No vehicular activity is associated with the existing wharf operations, hence no impacts would result from continued operations. Over the 20-year life of the lease, no modifications to the wharf are proposed. All parking will remain onsite. Any increase in capacity would be associated with more ships offloading a greater quantity of materials that would be stored in the upland tanks. An increase of up to 2 million gallons in tank storage in the upland area would be the maximum storage during the 20-year period. Any increase in vehicular activity would be associated with the upland operations and not the wharf. No impacts would occur since there would be no increase in traffic from wharf operations.

Indirect impacts include those to area trails. Since there would be no increase in traffic associated with the wharf, there would be no impacts to trails associated with the granting of a new lease for continued terminal operations.

TR-1: No mitigation is required.

3.8.4 Alternatives

3.8.4.1 No Project Alternative

Impact TR-2: Effects on Vehicular Traffic with No New Shore Terminals Lease

The alternative would have no effect on traffic at the Shore facility. A small increase in traffic may be associated with the increased operations at other marine terminals, but impacts are considered less than significant (Class III) and not Shore Terminals responsibility.

The No Project Alternative would require Shore to cease operation of the marine terminal, which currently serves nearby refineries between Rodeo and Martinez. Without the Shore terminal, other area marine terminals would be required to increase inbound and outbound shipments to meet regional refining demands. Increasing the number of shipments at the other area marine terminals could cause an incremental increase in traffic local to those terminals, if supplies/materials may be associated with those terminal operations. The small, incremental traffic impact to those marine terminals located in industrial areas would be less than significant since trips would be expected to be less than 10 per day.

1 An increase in activity could occur at the Shore upland facility, associated with
2 increasing the capacities of currently underutilized pipelines, assuming agreements/
3 connections can be made. An increase in tankage at the upland facility would not
4 contribute to an increase in traffic from the facility and impacts are considered to be less
5 than significant (Class III).

7 Decommissioning of the wharf would entail removal of fixtures and the assumed
8 haulage of most of the debris offsite. This would result in a temporary, short-term
9 increase in heavy trucks on Waterfront Road, most likely to I-680, and would be
10 expected to be less than significant (Class III).

11
12 TR-2: No mitigation is required.

15 **3.8.4.2 Increased Use of Existing Pipelines for Continued Operation of Upland** 16 **Facility Alternative**

18 **Impact TR-3: Continued Shore Upland Operations via Existing Pipelines**

19
20 **Termination of Shore's lease and the continued use of existing pipelines would**
21 **not result in vehicular traffic impacts since the pipelines already exist. Any**
22 **increase vehicles associated with the Shore upland operations would be less**
23 **than significant (Class III).**

24
25 For this alternative, it is assumed that the Shore upland facility would continue to
26 function utilizing only land-based pipelines. Connections for moving oil to and from the
27 Shore upland facility to the Shell Martinez, Valero Benicia, and Tesoro wharves are
28 already in place. Therefore, minimal construction would be required to utilize these
29 pipelines.

30
31 The Shore upland facility would need to increase its existing storage capacity and thus
32 construct additional tanks and pipelines. All construction would occur onsite, and no
33 roadways would be impacted by onsite construction. Materials delivery to the site would
34 entail the use of local roadways, but would not be expected to increase/raise the LOS
35 on Waterfront Road. Thus roadway impacts would be expected to be less than
36 significant (Class III).

37
38 However, these wharves would need to increase shipping operations. Increasing the
39 number of shipments at these wharves may result in an incremental increase in traffic if
40 additional support in terms of supplies/materials or employees would be required.
41 However, this would be very small, and any increase in traffic is considered to be less
42 than significant (Class III).

43
44 TR-3: No mitigation is required.

1 **3.8.4.3 Modification of Existing Pipelines for Continued Operation of Upland**
2 **Facility Alternative**

3
4 **Impact TR-4: Continued Shore Upland Operations via Modifications to Existing**
5 **Pipelines**

6
7 **Termination of Shore's lease and the use of modified pipelines could result in**
8 **temporary traffic construction significant adverse impacts (Class II). Operation of**
9 **the pipelines would not result in vehicular traffic impacts.**

10
11 Shore has connections to the inactive PG&E fuel oil line that could transfer crude oil to
12 and from Shore with possible connections to Shore Selby, Tosco Rodeo, and the
13 Chevron Long Wharf. To use this line would require increased examination of pipeline
14 integrity, construction to reconnect the segment in the city of Martinez, and construction
15 to provide connections to the marine terminals at Shore Selby, Tosco Rodeo, and the
16 Chevron Long Wharf. Construction in roadways would be required to complete these
17 connections and possibly for replacement of any pipeline segments currently in poor
18 condition. Construction activity would have the potential to cause temporary disruption
19 to traffic flow, possible lane/ road closures, and create localized congestion. In
20 comparison to the Proposed Project, the traffic impacts for this alternative would be
21 greater than those for the No Project Alternative of Use of Existing Pipelines for
22 Continued Upland Facility use. Traffic impacts from construction have the potential to
23 result in a significant adverse (Class II) impact for the duration of construction.

24
25 Mitigation Measures for TR-4:

26
27 **TR-4a:** Deliver the pipe to the various staging areas and remove soil during nonpeak
28 hours.

29
30 **TR-4b:** Keep all lanes open during peak traffic hours and schedule necessary lane
31 closures during offpeak hours if possible. This may require construction at
32 night when activities necessitate the closure of one lane of a two-lane road, and
33 dictate that short segments of pipeline be completed prior to beginning the
34 adjacent segment.

35
36 **TR-4c:** Use signing and flagmen where construction equipment merges with traffic and
37 give sufficient warning so cars can choose an alternate route if possible.

38
39 **TR-4d:** Institute public information programs so motorists can avoid congested areas.
40 In addition to placement of signs, this includes placement of public notices in
41 local newspapers and the distribution of fliers in the project area.

42
43 Rationale for mitigation: The mitigation measures avoid, to the extent feasible, major
44 construction activities during peak hours, and provide for warnings and public safety to
45 minimize congestion and avoid hazards. Impacts from construction at some road
46 segments may remain significant only for the duration of construction. No residual
47 impacts would occur following completion of construction; impacts would be reduced.

